This is the presentation for Public Open House 7 being conducted for the Ted Stevens Anchorage International Airport Master Plan Update. It is being delivered at 6:00 PM on Wednesday, December 11th at the Coast International Inn in Anchorage, Alaska. The presenter is Evan Pfahler, Project Manager with Reynolds Smith, and Hills, Inc. (RS&H).

- The presentation will last approximately 30 minutes.
- The presentation will be followed by an open question-and-answer session.
- The audience will be asked to hold questions until the question-and-answer session.

Prior to the presentation, an Open House was held from 5:30 PM to 6:00 PM during which attendees could view Master Plan Update information and speak with representatives of the Master Plan Update Team.
The Master Plan Update Team wants to ensure the audience is reminded what an airport master plan is. United States public commercial service airports are encouraged to prepare airport master plans by the Federal Aviation Administration (FAA). The FAA provides grant funding for airport master plans through the Airport Improvement Program (AIP) and publishes an advisory circular [150/5070-6B, Airport Master Plans] that provides guidance on all elements of the master plan process. The FAA defines an airport master plan as “...a comprehensive study of an airport [that] usually describes the short-, medium-, and long term development plans to meet future aviation demand.” It is important to note that a master plan is intended to prepare an airport to meet future aviation demand, which is estimated through a forecast.
ANC Master Plan Update // Public Open House 7

What Happens Next?

The Airport and FAA must conduct further studies and public involvement for most elements of the Master Plan Update.

Most projects recommended in the Master Plan Update are subject to additional FAA review and approval prior to their implementation. There will be additional opportunities for public involvement associated with many of the projects recommended in the Master Plan Update.
The Master Plan Process is cyclical. This Master Plan Update is the seventh update to the Master Plan for Ted Stevens Anchorage International Airport. This Master Plan Update will be updated in another 7 to 10 years. Master Plan Updates are the first step in the planning process, not the last. Prior to implementation of most projects recommended in the Master Plan Update, the Airport would be required to conduct environmental analysis, advanced planning, preliminary and final design, and permitting, and to secure other approvals. Adopting a Master Plan does not constitute unconditional approval to implement the projects recommended in the Master Plan Update.
This flow chart generally outlines the Master Plan Update process and its primary tasks. The tasks with green check marks have been completed for the Ted Stevens Anchorage International Airport Master Plan Update. The red “A” indicates the task that is currently underway.

As a reminder, the FAA has already approved the updated forecast of aviation activity for Anchorage International Airport. The forecast was presented at Open House 2 in September 2012 and is available at [http://dot.alaska.gov/aias/news.shtml#forecasts](http://dot.alaska.gov/aias/news.shtml#forecasts)

The Master Plan Update team is currently working on finalizing the plan for airport development.

The Master Plan Update will be adopted by the Airport upon its conclusion in early 2014. It is important to recognize that the Master Plan Update process is the first step in the planning process and not the last step. Additional environmental analysis and permitting may be required prior to implementation of actions recommended in the Master Plan Update.
The purpose of this presentation is to share the Airport’s Plan for Future Development of Ted Stevens Anchorage International Airport.
The agenda will include four elements. First, an update on public involvement will be provided. Second, we will recap the results of the Master Plan Update to date. Third, the Plan for Future Development will be presented. We will conclude with a summary of the next steps in the process.
We will begin with a public involvement update.
The schedule above illustrates the plan phases, and dates for Master Plan Update Public Open House events, Technical Advisory Committee Meetings, and Working Group meetings. Your involvement in the Master Plan Update process is both welcome and encouraged.

To date, we have completed Project Initiation, Inventory, and Facility Requirements and alternatives analysis. Past presentations and information on these phases are available online at: [www.ancmasterplan.com](http://www.ancmasterplan.com).

As a reminder, the FAA has already approved the updated forecast of aviation activity for Anchorage International Airport. The forecast is available at [http://dot.alaska.gov/aias/news.shtml#forecasts](http://dot.alaska.gov/aias/news.shtml#forecasts).

The Master Plan Update team is currently refining the Plan for Future Airport Development. The Master Plan Update will be adopted by the Airport in early 2014. It is important to recognize that the Master Plan Update process is the first step in the planning process and not the last step. Additional environmental analysis and permitting may be required prior to implementation of actions recommended in the Master Plan Update.
We have held seven public open house events.
We have held seven Master Plan Update Working Group meetings.
We have held five Master Plan Update Technical Advisory Committee Meetings.
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Public Involvement Overview

In addition to **20** public meetings to date…

| **280,000 postcards mailed** |
| **22 e-newsletters sent** |
| **75 stakeholder meetings held** |

We have held 20 public meetings to date including a public seminar on FAA Grant Assurances held in April 2013. We have mailed over 280,000 postcard invitations to our seven open house events. We have sent 22 e-newsletters to those individuals who have signed up for ANC Master Plan Update communications who now number more than 1,000. We have held more than 75 stakeholder meetings.
A Draft Communications Plan was published in September. The Draft Communications Plan was created with the support of the Anchorage Airport Communications Committee (AACC) and articulates a plan for Airport communications with the public and for public communications with the Airport. The Draft Communications Plan defines best practices for Airport-public communication. You may read the plan by visiting www.ancmasterplan.com. Your comments on the draft plan are welcome and encouraged.
The Master Plan Update team has been gathering input from the public.
Through October 2013, over 560 public comments have been received by the Master Plan Update team.
The Master Plan Update team has actively listened. In addition to receiving input through comments and through attendance at public meeting, the Master Plan Team has reached out.

The Master Plan Update team visited with Turnagain, Spenard, Sand Lake, Midtown, and Taku/Campbell Community Councils in May, June, August, September, and October 2013.

The Master Plan Update team has conducted workshops with Airport staff.

The Master Plan Update team has conducted over 75 stakeholder interviews.

The Master Plan Update team has also completed 12 “Listening Post” events. This unique and important effort involved bringing planning team members and staff to community events where Alaskans gather. Alaskans are enabled to learn about the Master Plan Update and provide input without having to attend a regularly scheduled public meeting. Listening Post events were conducted at the March Madness basketball tournament, Slam’n Salmon Derby, 4th Street weekday lunch hour, farmers markets, races and other events.
Comment-Response Reports #1 and #2 have been published and are available for review at www.ancmasterplan.com. The reports include all comments received by the Master Plan Update team through June 30, 2013. Every comment in these reports has been responded to.

The Master Plan Update team is currently completing responses to every comment received between July 1, 2013 and October 11, 2013. The Master Plan Update team anticipates publishing Comment-Response Report #3 in early 2014.

Comments received after October 11 will be published along with the final Master Plan document in early 2014.
**Recap of the Master Plan Update**
Goals and Objectives for the Master Plan Update were prepared at the outset of the process. The Goals and Objectives cover six broad topic areas. The Master Plan Update goals and objectives are foundational to the alternatives development process. Both concepts and alternatives are prepared by the Master Plan Update team with consideration for the Master Plan Update goals and objectives.

Note that the goal of open communication is an important goal for the overall Master Plan Update process. However, this particular goal does not lend itself to evaluating development alternatives and will not, therefore, be included in the evaluation criteria.
A forecast of aviation activity was completed and accepted by the airlines and FAA in 2012. The Airport anticipates growth in landings and takeoffs, passenger boardings, and cargo. The Master Plan Update must provide the Airport with a development plan to meet forecast growth in landings and takeoffs, passenger boardings, and cargo.
Key facility requirements resulting from the technical analysis included:

- Compliance with FAA standards that changed when a new airport design advisory circular was published by FAA in fall 2012
- Minimize airfield congestion that would result from continued growth
- Address the North Terminal which is over 30 years old and in need of refurbishment or replacement
- Enable airport tenants to responsibly develop facilities as they see fit
The alternatives evaluation process was conducted in late summer 2013.
The Alternatives Evaluation process relies on public input received and on technical analysis conducted by the planning team. This information enables airport staff to conduct an evaluation of each draft alternative.
A demand dependent, phased approach to airport development was selected to enable the Airport to adapt to an uncertain future and manage growth in a financially responsible manner.
The demand dependent, phased approach has the following advantages:

1. It is adaptable to future demand levels because the Airport would only implement improvements as necessitated by actual demand.
2. It is financially responsible because it prioritizes low or no cost enhancements over high cost enhancements protecting Alaska's major air transportation gateway.
ANC Master Plan Update // Public Open House 7
This Presentation’s Agenda

1 Public Involvement Update
2 Recap of Master Plan Update
3 The Plan for Future Development
4 Next Steps

The plan for future development
Growth in landings and takeoffs will gradually occur over time.
Today, demand levels are a little less than 220,000 annual landings and takeoffs and the airport operates efficiently. Technical analysis found that if no changes are made to the current airport airfield, delays in excess of 30 minutes per peak hour operation could occur more than 10% of the time when annual landings and takeoffs number about 258,000.
The plan for development must recognize that the Airport operates efficiently today.
The Master Plan must also prepare the airport to accommodate more landings and takeoffs in the future.
The Master Plan must enable the airport to operate efficiently at today’s levels of demand...
...and continue to operate efficiently at the highest levels of forecast demand.
The Plan for Future Airport Development must, therefore, propose a plan that is dependent on demand and provides a series of development phases appropriate for future changes in demand levels.
The purpose of Phase 1 is to meet current FAA airport design standards and minimize capital expenditures by the Airport. Phase 1 also identifies the most suitable locations for near-term tenant development.
Phase 1 includes upgrades to the runway and taxiway system to meet FAA standards. Preferred tenant development sites in the North Airpark and South Airpark are identified. A preferred site for a ground run-up enclosure is identified. A ground run-up enclosure is a building used to reduce noise resulting from airplane engine run-ups conducted as part of regular airplane maintenance.

If growth in passengers, and landings and takeoffs at Anchorage International Airport continues, additional development would be necessary.
Phase 2 includes consolidation of passengers in the south Terminal and optimizes the existing ANC runways by modifying the daytime preferential runway use program.
Phase 2 includes construction of a new concourse on the South Terminal with five new gates. The facility would accommodate both domestic and international passengers and enable all Anchorage air-passengers to arrive and depart from the South Terminal. This would provide a very high customer experience for all airport users.

The passenger concourse on the North Terminal would be demolished and replaced with aircraft parking positions.

The North Terminal lobby building would remain.

The existing parking lot of the North Terminal is the preferred location for the tenant development of a future airport hotel.
Phase 2 would provide additional capacity with the existing three-runway system by reducing restrictions on runway use during the hours between 7:00 AM and 10:00 PM. This would increase airplane takeoffs from Runway 7L which would takeoff to the east over Anchorage.

Phase 2 includes development of new cargo parking positions in North Airpark to accommodate cargo activity growth.

A technical analysis of potential noise impacts associated with increased takeoffs using Runway 7L was completed in fall 2013. The results are summarized in the following memo: [http://ancmasterplan.com/library/index_126_152081083.pdf](http://ancmasterplan.com/library/index_126_152081083.pdf)

If growth in passengers and landings and takeoffs at Anchorage International Airport continues, additional development would be necessary...
Phase 3 balances demand between Anchorage International Airport and Fairbanks International Airport, making greater use of existing Alaska International Airport System (AIAS) infrastructure.

Unlike Phase 2, which increases the capacity of Anchorage International Airport, Phase 3 would manage demand (e.g. attempt to reduce the growth of flights) at Anchorage International Airport.

The Airport has already begun a program to encourage new airlines flying to Alaska to consider operating at Fairbanks International Airport. The public has advocated this program through the Master Plan Update public involvement process.
Phase 3 would result in the increased use of Fairbanks International Airport to accommodate cargo “gas-n-go” flights which primarily conduct refueling and crew changes in Alaska.

Phase 3’s success would require improvements to facilities at Fairbanks International Airport including AIAS and FAA investments in apron facilities, airline investments in fueling, and other support facilities.

The success of Phase 3 may also depend on financial incentives to encourage airline consideration of Fairbanks International Airport as an alternative to Anchorage.

The technical analysis performed by the AIAS Planning Study found that if half or more of the gas-n-go flights use Fairbanks instead of Anchorage, both airports could continue to operate efficiently for many years.

However, if growth in landings and takeoffs at Anchorage International Airport continues, additional development would be necessary...
Phase 4 increases airport capacity by adding a new north-south runway parallel to and west of Runway 15-33. The parallel runways would be separated by more than 3,000 feet between runway centerlines. A widely spaced parallel runway meets the highest levels of forecast demand.
Phase 4 includes an approximately 8,000-foot-long runway approximately 3,400 feet west of existing Runway 15-33 and a parallel taxiway 520 feet east of the new runway. The wide spacing of the two north-south parallel runways would substantially increase capacity for landings and takeoffs. During poor weather, the two runways would accommodate landings and takeoffs at the same time, providing substantial additional capacity in all weather conditions in which north-south runways are in use.

Phase 4 would have substantial environmental impacts requiring mitigation. A portion of the Tony Knowles Coastal Trail would require realignment but the Airport is committed to providing a contiguous Coastal Trail and is committed to working with trails and recreation representatives to identify an acceptable improvement to maintain the continuity of the Coastal Trail. The Master Plan does not authorize the Airport to implement Phase 4. The Master Plan identifies the Airport’s preferred location for a new runway to accommodate substantial growth in landings and takeoffs if and when they occur. If growth in landings and takeoffs does not occur, the Airport would not be interested in implementing a new runway. However, if growth in landings and takeoffs does occur, the Airport would seek to further study the potential implementation of a new runway in future years.
It is important to understand how the phased approach is anticipated to occur. The Airport would implement some elements of Phase 1 immediately. Phase 1 includes upgrading existing facilities to meet FAA standards and identifies preferred tenant development locations. When existing facilities are in need of rehabilitation, the rehabilitated infrastructure would be required to meet current FAA standards.

These projects would only be undertaken when the facilities need to be replaced or if mandated by FAA regulation.
Should growth in landings and takeoffs and passengers not occur, Phase 1 would accommodate most of the Airport’s needs.
The Airport would implement elements of Phase 2 if there is continued growth in landings and takeoffs and growth in passengers. Phase 2 would enhance the efficiency of the Airport in the most fiscally responsible manner possible by making better use of existing assets.
Should growth in landings and takeoffs and passengers not occur, the Airport would not need to implement elements of Phases 3 and 4.
The Airport, in cooperation with the AIAS and Fairbanks International Airport would *fully* implement Phase 3 only if there is continued growth in landings and takeoffs. Phase 3 would enhance the efficiency of the AIAS and would require expansion of Fairbanks International Airport and possible airline incentives.

The Airport has already begun a program to encourage new airlines flying to Alaska to consider operating at Fairbanks International Airport. The public has advocated this program through the Master Plan Update public involvement process.
Should growth in landings and takeoffs, and passengers not occur, the Airport would not fully implement any further phases.
The Airport would implement Phase 4 only if there is continued growth in landings and takeoffs. Phase 4 would require a substantial undertaking as the additional runway considered in Phase 4 is very expensive and has substantial impacts.

*Completion of the Master Plan Update does not authorize the Airport to implement Phase 4.*

Only if consistent, sustained growth in landings and takeoffs is demonstrated over many years would there be justification to consider building a new runway. The Airport would be required to conduct environmental analysis, evaluate alternatives, seek airline and legislative approvals and permitting before Phase 4 could be implemented.

The Airport must plan proactively to effectively prepare for the eventual, possible need for a new runway.

The Master Plan simply defines the least impactful, most beneficial place to construct a new runway if it is eventually needed.
The Plan for Future Airport Development must, therefore, propose a plan that is dependent on demand and provides a series development phases appropriate for future changes in demand levels.
It is also essential to understand that each phase of development corresponds to an objective and elements of different phases may begin immediately and occur concurrently. The demand dependent, phased approach should be considered a continuum of development. As an example, the Airport has already begun a program to encourage new airlines flying to Alaska to consider operating at Fairbanks International Airport. Therefore, elements of Phase 3 are currently underway. The public has advocated this program through the Master Plan Update public involvement process.
Each element of each phase has a unique trigger point. A trigger point is defined as a point at which an action is required to maintain the safe, efficient, and compliant operation of the Airport.
Trigger points for development result from the end of an existing facility's lifecycle which trigger the need to replace the existing facility.
An example of a project recommended in the Master Plan Update that is triggered by the end of its lifecycle is the Aircraft Rescue and Fire Fighting (ARFF) Training facility. This facility is approximately 20 years old and is due for replacement.
Trigger points for development result from changes in policies and regulations which may trigger the need to replace or modify an existing facility.
An example of a project recommended in the Master Plan Update that is triggered by changes in policies and regulations is the replacement of the angled taxiways between Runway 7R and Runway 7L with perpendicular taxiways. The existing taxiway geometry no longer meets FAA airport design standards which were changed when a new airport design advisory circular was published by FAA in fall 2012.
Trigger points for development result from growth in landings and takeoffs, and growth in passengers and the congestion that occurs when demand exceeds the capacity of the existing facilities.
An example of a project recommended in the Master Plan Update that is triggered by increased growth and congestion is the development of a new north south runway.
Each project element of the Master Plan Update can be classified by its unique triggering event.
The Master Plan Team associated each of the primary master plan projects with a corresponding trigger. Note that more than one type of trigger can be associated with a given project. These projects are in the overlapping areas of the Venn diagram.
The Master Plan Update will advocate that the Airport continue to actively monitor conditions at the Airport to determine when each Master Plan Update project is needed.
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Trigger Points

Why look so far into the future?

The public has also asked why we look so far into the future if there is not a current need for a given project?
The answer is that the Master Plan Update established strategic land management as a foundational goal of the Master Plan Update. A strategic approach to land management helps the Airport identify near term projects that are compatible with the Airport’s long term land use needs.
As an example, the Airport will need to protect and preserve the West Airpark so as not to further complicate the potential future development of a new north-south runway. Even though the runway is not needed today, the Airport wants to protect its ability to implement the runway if and when it is needed.
The Airport must also consider highest and best use of Airport lands. The Master Plan Update will advocate development of more intense uses, such as international air cargo facilities, in the North and West Airparks while advocating less intense uses, such as regional and domestic cargo, in the South and East Airparks. The land use plan also seeks to improve the Airport’s land use compatibility.
The land use plan has also reduced the number of land uses while simplifying their definitions. Further, the land uses are in better alignment with FAA regulations. Land previously designated as “buffer” will now be designated “Future Airport Development” to more accurately reflect its potential future development.
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Next steps.
The Master Plan Update is nearing its conclusion. Next steps include:

1. Collecting and responding to comments

Comments submitted since October 11 will be collected and responded to, as well as published in the final master plan document.

2. Publication of the completed draft and final Master Plan Update documents

The draft Master Plan Update document will be available on www.ancmasterplan.com in early 2014.
Thank you for your participation in this process. Your participation will help Ted Stevens Anchorage International Airport serve all Alaskans for decades to come.
Thank you for viewing the Ted Stevens Anchorage International Airport Master Plan Update Public Open House 7 presentation. You may submit a comment to the Master Plan Update team on the project website at www.ancmasterplan.com or by sending an email to contact@ancmasterplan.com.
ANC Master Plan Update // Public Open House 7
“Buffer” Land Use Definition (2002 ANC MPU)

Airport lands for which
no specific immediate need has been identified
and which can be used
as a buffer from adjacent off-airport land uses.
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New “Future Airport Land Use” Definition

*Areas that are vacant or have not yet been classified as another land use category but are reserved for potential airport development*